TOP SECRET

PART III

PROJECT OXCART

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OXC 1445
Copy 1 of 1

PROJECT OXCART FORECAST OF OPERATIONAL ACTIVITIES FOR FY-1962 AND FY-1963

1. Introduction:

a. To date, the primary emphasis of Project OXCART has been directed towards hardware development and procurement [redacted] construction and long range planning preparatory to operational readiness to accomplish the primary mission. Though the operational readiness date is still many months ahead, the tempo of operational activity has sharply increased during FY-1961. During FY-1962 at the onset of the Flight Test/Training Phase, the emphasis of Project requirements and activities will transition to Operations. Project operational readiness should be attained during FY-1963. The major operational tasks to be accomplished prior to operational readiness are summarized herein. 25X1

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2. [redacted] Operational Facilities:

a. Construction of operational facilities should be completed by early FY-1962. Readiness of these facilities for operational use should commence immediately thereafter. The Operations Briefing Room, Flight Planning Room, Personal Equipment and Pre-Breathing facilities, and the Weather Station should receive priority attention. The transient crew operations building must be readied. The new control tower, quad radar, homing beacon aid, other control and navigation facilities must be operational prior to the flight test phase. Runway and approach lighting systems must be installed. The requirement for high intensity approach lighting, reference lights and obstruction lights must be finalized at the early stages of flight test.

3. Air Traffic Control:

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a. Operational procedures must be developed which will assure proper air traffic control [redacted] The number of transient aircraft, shuttle aircraft, and airlift aircraft will rise sharply beginning in the first quarter of FY-1962. Locally assigned support aircraft flying will further intensify [redacted] traffic. It is anticipated that a daily average of approximately 10 non tactical flights will ultimately originate or terminate at

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[redacted] Tactical aircraft flying, which will normally have operational precedence, will further compound the control problem.

Procedures for clearance filing and flight plan passing must be reviewed, departure and arrival flight corridors must be identified, GCA and ADF patterns must be developed and tested, training areas established, etc.

4. Operational Communications:

Specialized communications facilities must be established. Tie in with SAC will be required for coordination and control of tactical aircraft movement and tanker support. Tie in with NORAD will be required for radar suppression coordination. Tie in with Flight Service will be required for filing and closing of flight plans. Tie in with the weather communications net and with WECEN are needed to render necessary weather support.

5. Coordination and Liaison:

Headquarters USAF, SAC, NORAD, and AWS will be required to provide operational and logistical support. Liaison must be established with these supporting commands and necessary coordinating and action procedures developed.

6. Pilot Selection/Phasing:

The qualification criteria for pilot nominees has been established. The pilot's operational experience, security, physical and psychological fitness will be carefully evaluated. A pilot phasing schedule has been published which programs the major areas of testing and training to be accomplished prior to flight training. Adherence to the phasing schedule is essential whereby pilots will complete all preliminary testing and training coincident with the availability of the first A-12 aircraft for flight training.

Programming calls for 16 pilots to be selected for initial assessment, to be reduced to 10 pilots prior to entering the RF-101 school phase.

7. Training:

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Key [redacted] detachment personnel are programmed to attend A-12 ground school at the Lockheed facility preparatory to formulating programs and plans for the Flight Test/Training Phase. Plans must exploit the maximum utilization of all flying hours available whereby an operational capability is attained at the earliest possible date. The major objectives of the Flight Test/Training Phase are:

a. To test and determine the capabilities and limitations of the airframe, engines, aircraft systems, special equipment, and other new equipment.

b. To train pilots to a level of proficiency which will permit immediate and successful completion of the primary mission.

c. To train staff and unit personnel.

d. To develop tactics and procedures for implementation and control of the assigned mission in the most effective manner.

8. Survivability Studies:

The probability of detection and intercept of the A-12 vehicle during operational missions must be thoroughly studied and evaluated. Both passive and active detection and tracking capabilities, including the sonic boom, must be considered. Intercept capabilities of the manned fighter, SAM, and infra-red homing devices must be assessed.

ATIC, OSI, and other technical assessment centers should be enrolled to conduct these studies on a continuing basis. Procedures must be established for the prompt dissemination of survivability estimates to Project Headquarters.

9. Operations Personnel:

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The operations manning requirements [redacted] have been submitted. The prerequisite qualification criteria for these personnel has been established and required reporting dates assigned. The timely assignment of these personnel [redacted] is essential to accomplishing the tasks outlined herein and requires immediate action.

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